

AREA 1 PRELIMINARY SUGGESTIONS



LOCATION	ISSUE	PRELIMINARY SUGGESTIONS	DISCUSSION
Blair Road			
Blair Road and Piney Branch Road	1A. Traffic congestion during peak hours	I. Prohibit left turns on the southbound approach of Blair Rd during peak hours (short-term) II. Add a left turn bay on the eastbound approach of Piney Branch Rd (long-term)	
	1B. Deficient stripping on Piney Branch Rd	Re-stripe all pavement markings on Piney Branch Rd at the intersection of Blair Rd (short-term)	
Blair Road/4th Street/Cedar Street	2A. Heavy congestion and long traffic queues during peak hours. Geometric design is not conducive to optimum traffic operations. Geometric design hinders pedestrian and vehicular safety	I. Close Blair Rd from Cedar St to Butternut St and redirect Blair Rd traffic to Butternut St and 4th St (long-term) II. During peak hours, close Blair Rd from Cedar St to Butternut St and redirect Blair Rd traffic to Butternut St and 4th St. Prohibit left turns at the intersection with the exception of buses (long-term) III. Redesignate 4th St one-way southbound from Cedar St to Butternut St (long-term) IV. During peak hours, make 4th St one-way southbound from Cedar St to Butternut St (long-term) V. Close 4th St from Cedar St to Butternut St and convert the street to a pedestrian-bicycle promenade. Bike trail will be provided on 4th St (long-term) VI. During peak hours, close 4th St from Cedar St to Butternut St and prohibit left turns at the intersection with the exception of buses (long-term) VII. During peak hours, make 4th St one-way southbound and Blair Rd one-way northbound from Cedar St to Butternut St (long-term) VIII. Block 4th St south of Cedar St and allow vehicles destined to business on 4th Street to enter and exit at the intersection of 4th St and Butternut St (long-term) IX. During peak hours, make Blair Rd one-way southbound during the morning commute and one-way northbound during the evening commute from Georgia Ave to Whittier St and allow no left turns (long-term) X. During peak hours, make Blair Rd one-way southbound during the morning commute and one-way northbound during the evening commute from Georgia Ave to Whittier St	Access to the driveway to the Grand China and the Liquor Store will need to be provided via 4th St
	2B. Congestion and safety concern due to left turning vehicles exiting properties on Blair Rd north of Cedar St	Prohibit left turns during peak hours for vehicles exiting properties north of Cedar St on Blair Rd (short-term)	
	2C. Pavement markings on the southbound approach of Blair Rd are confusing	I. Reconstruct the curb at the section of Cedar St (west of Blair Rd north of Cedar St), re-stripe the stop bar on the southbound approach of Blair Rd, eliminate the non-continuous double yellow lines, and eliminate the striped arrows in the middle of the intersection (short-term) II. Operate Blair Rd as a split phase (short-term)	
	2D. If the western alignment of the Metropolitan Branch Trail is implemented, it will be necessary to accommodate the increased bike movements	Adjust signal timing to maximize bicycle and pedestrian safety (short-term)	Providing additional time for bikes would have negative impact on traffic operations at this intersection
	2E. The entrance to the Grand China and the Liquor Store needs to be improved	I. Build up the curb so that vehicles would have to go around it (short-term) II. Permit access to the parking lot only by northbound Blair Rd traffic and restrict exit from the parking lot to right turn only (short-term) III. Place a sign warning northbound traffic of vehicles entering and exiting the parking lot (short-term)	
Blair Road and Butternut Street	3. Left turns from northbound Blair Rd onto Butternut St create an unsafe environment for pedestrians	I. Perform full warrant study and signalize the intersection if the warrants are met (short-term) II. Close 4th St from Cedar St to Butternut St and convert the street to a pedestrian-bicycle promenade (long-term) III. Block 4th St south of Cedar St and allow vehicles destined to business on 4th Street to enter and exit at the intersection of 4th St and Butternut St (long-term)	
Blair Road/Dahlia Street/5th Street	4A. Unsafe driving maneuvers	I. Redesignate Dahlia St one-way westbound from Blair Rd to Piney Branch Rd (short-term) II. Signalize the intersection (long-term)	
	4B. Stop signs are in poor condition	Replace the stop signs (short-term)	
Blair Road and Fern Place	5. Difficulty for eastbound vehicles to turn left from Fern Pl onto Blair Rd	I. Clear the obstruction that prevents the eastbound traffic on Fern St to view north bound traffic from Blair Rd at the stop bar (short-term) II. Prohibit left turns from Fern Pl to Blair Rd (short-term)	
Blair Road General	6A. Double yellow lines stripping needs to be repainted from Piney Branch Rd to Eastern Ave	Re-stripe double yellow lines from Piney Branch Rd to Eastern Ave (short-term)	
	6B. Speeding during off-peak hours	I. Increase speed enforcement during off-peak hours (short-term) II. Install additional speed limit signs (short-term) III. Install speed camera on Blair Rd between Eastern Ave and Georgia Ave (long-term)	The District of Columbia Traffic Calming Policies and Guidelines indicate that "Arterial and collector streets should not be considered for any physical traffic calming measures."
	6C. Speed limit is not consistent throughout Blair Rd	Install additional speed limit signs	The designated speed limit on the District portion of Blair Rd is 25 mph and the designated speed limit on the Maryland portion of Blair Rd is 30 mph.
	6D. Lack of public access from Blair Rd to Spring Pl	Do not provide public access from Blair Rd to Spring Pl (short-term)	A public connection from Blair Rd to Spring Pl does not serve transportation needs
Piney Branch Road			
Piney Branch Road and Cedar Street/6th Street	7A. No sign to identify where eastbound or westbound 15 mph school zone when flashing ends	Install "End School Zone" Signs (S5-2) 300 ft from school property line (short-term)	

AREA 1 PRELIMINARY SUGGESTIONS



LOCATION	ISSUE	PRELIMINARY SUGGESTIONS	DISCUSSION
	7B. The Stop Sign on the northbound approach of 6th St is in poor condition	Replace the Stop Sign on the northbound approach of 6th St (short-term)	
	7C. Northbound left turns from 6th St to Piney Branch Rd is a dangerous maneuver	Prohibit northbound left turns from 6th St to Piney Branch Rd (short-term)	
Piney Branch Road and Eastern Avenue	8. Traffic congestion during peak hours	I. Convert the right turn lane on the southbound approach of Piney Branch Rd to a through-right lane. This requires peak period parking prohibition on the west side of Piney Branch Rd from the intersection with Eastern Ave to a point located 300 ft north of Blair Rd (short-term)	
Piney Branch Road and Philadelphia Avenue	9. Traffic congestion during peak hours	Optimize signal timing (short-term)	
Piney Branch Road General	10. Speeding during off-peak hours	I. Increase speed enforcement during off-peak hours (short-term) II. Install additional speed limit signs (short-term) III. Install speed camera on Piney Branch Rd north of Blair Rd (long-term)	The District of Columbia Traffic Calming Policies and Guidelines indicate that "Arterial and collector streets should not be considered for any physical traffic calming measures."
Carroll Street			
Carroll Street/Willow Street/Eastern Avenue	11A. Traffic congestion during peak hours	I. Fully-actuate the signal (short-term) II. Redesignate Willow St one-way southbound and provide parking on both sides of Willow St (short-term)	Parking prohibition would have to be maintained from Carroll St to the entrance to CVS to facilitate truck maneuvers.
	11B. Right turn from westbound Eastern Ave to eastbound Carroll St is a difficult maneuver	Prohibit right turns on Eastern Ave to eastbound Carroll St (short-term)	
	11C. Trucks entering the CVS block traffic	Redesignate Willow St one-way southbound; which would provide trucks extra room to turn into CVS (short-term)	
	11D. Eastbound through vehicles block eastbound right turns when right turn arrow is activated	Provide an exclusive right turn lane on the eastbound approach of Carroll St by removing on street parking on the south side of the eastbound approach of Carroll St from Maple St to Willow St. Also, implement improvements described in 11A. (short-term)	
Carroll Street General	12. There is no signal head for traffic exiting parking lot at Carroll St and Laurel St	Install signal heads and retune the intersection to accommodate the westbound movement (short-term)	
Eastern Avenue			
Eastern Avenue and Laurel Street	13A. Pavement between Laurel St and Willow Ave on Eastern Ave is in poor condition	Repave Eastern Ave between Laurel St and Willow Ave (short-term)	
	13B. Traffic congestion at Eastern Ave and Laurel St	Perform full warrant study and signalize the intersection if the warrants are met (short-term)	
Eastern Avenue West of Laurel Street	14. The proposed entrance/exit to Takoma Parking facility will have an effect on traffic/pedestrian operations on Eastern Avenue	The Takoma parking lot circulation plan should be as follows (long-term): I. Allow vehicles to enter from Carroll St and allow vehicles to enter and exit from/to Eastern Ave II. Operate the intersection of Eastern Ave and parking entrance as an unsignalized intersection III. Signalize the intersection of Eastern Ave and Laurel St	
Eastern Avenue between Georgia Avenue and Blair Road	15A. Along Eastern Ave between Georgia Ave and Blair Rd, the width of the roadway is conducive to speeding	I. Increase speed enforcement during off-peak hours (short-term) II. Install additional speed limit signs (short-term) III. Install speed camera on Eastern Ave between Georgia Ave and Blair Rd (long-term)	The District of Columbia Traffic Calming Policies and Guidelines indicate that "Arterial and collector streets should not be considered for any physical traffic calming measures."
	15B. At 7th St and Eastern Ave, street name signs need to be added and crosswalks need to be restriped	Install street name signs and re-stripe crosswalks (short-term)	
Philadelphia Avenue			
Philadelphia Avenue and Maple Avenue	16. Left turns along Philadelphia block intersection	Operate Philadelphia Ave as a split phase (short-term)	This improvement has been implemented
Philadelphia Avenue General	17A. Traffic congestion on Philadelphia Avenue during peak hours	Optimize signal timings (short-term)	
	17B. Speeding near the school	I. Increase speed enforcement during off-peak hours (short-term) II. No Stopping in Crosswalk Sign on Philadelphia Ave needs to be replaced between Chestnut St and Holly Ave (short-term) III. End School Zone Signs needed on Philadelphia Ave west of Piney Branch Rd and east of Maple St (short-term)	
Georgia Avenue and Blair Road	18. Traffic congestion during peak hours	Optimize signal timing (short-term)	
Cedar Street and 5th Street	19. Southbound approach signal head blocked by tree branches	Trim tree branches that block the signal head (short-term)	
4th Street	20. Missing one-hour parking sign on the west side of 4th St	Replace missing parking sign (short-term)	